

3.10 CULTURAL RESOURCES

3.10.1 Introduction

This section addresses the potential cultural resources impacts that could result from the granting of a new lease for Shore marine terminal operations, as well as for project alternatives.

3.10.2 Existing Conditions

3.10.2.1 Prehistoric, Ethnographic, and Historic Background

The San Francisco Bay area was occupied as early as 8000 B.C., as indicated by radiocarbon dated components from a site near San Jose (Moratto 1984:277). The period from 5000 to 2000 B.C. is represented by radiocarbon dates from this period from several sites around San Francisco Bay. Cultural material recovered from these sites indicate that occupants of the region were foragers who likely moved in a seasonal round between bay or coast and hills. Population densities were low and people probably moved to where resources could be obtained. Shellfish were collected, but were not as important as in later times. Large projectile points and millingsstones indicate hunting and vegetal food processing. During this period, the occupants of the area probably spoke a Hokan language (Moratto 1984:277).

After 2000 B.C., large shell middens indicate more intensive use of marine resources from the bay. Material from sites dating from 2000 B.C. to 500 A.D., has been assigned to the Berkeley Pattern which may represent an in-migration of Utian speakers from the Central Valley (Moratto 1984:279). By 1 A.D., many Berkeley Pattern settlements can be characterized as villages. Increased sedentism was made possible by reliance on acorns, a storable carbohydrate source, and shellfish, a protein source available year-round. Burial data indicate that there was little status differentiation and ceremonialism was not well developed. Trade goods were few and consisted of finished specimens, rather than raw materials.

The late prehistoric Augustine Pattern (500 A.D. to Spanish contact) represents a continuation of the same Berkeley Pattern material culture with the addition of the bow and arrow, the harpoon, tubular tobacco pipe, and pre-interment grave burning (Moratto 1984:283). During this period, population increased, there was increased status differentiation, greater trade and exchange using shell bead "money," and the spread of secret societies, cults, and associated ceremonialism.

Martinez is in territory occupied by the Native American group known to the Spanish and twentieth century ethnographers as the Costanoan (Levy 1978). The contemporary descendants of this group are members of the Ohlone Indian Tribe. The Costanoan group occupied the coast of California from San Francisco to Monterey and inland to include the coastal mountains from the southern side of the Carquinez Straits to the eastern side of the Salinas River south of Chalone Creek. Costanoan actually refers to a language family consisting of eight related languages. Each language was spoken by

1 a different ethnic group within a recognized geographical area. The political units within
2 each ethnic group were tribelets. Tribelet population varied from 50 to 500 with the
3 average being about 200 people. Each tribelet had one or more permanent villages and
4 several temporary camps within its territory. Collecting and hunting parties lived in
5 temporary camps when obtaining resources within the tribelet territory away from the
6 village.

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8 Martinez is in the area occupied by speakers of the Karkin language. This language
9 was spoken only in a small area on the south side of Carquinez Straits. It is estimated
10 there were about 200 speakers of this language in 1770 A.D. (Levy 1978:485). All of
11 the Karkin speakers made up only one tribelet.

12
13 Each tribelet had a chief and the office was inherited patrilineally. In particular, the chief
14 fed visitors, directed ceremonial activities, organized hunting, fishing, and gathering,
15 and directed warfare expeditions. However, except during times of war, the chief did
16 not have coercive powers. The chief and elders council advised the community and
17 attempted to achieve consensus. The most frequent cause of war was infringement of
18 territorial rights. The bow and arrow were used in war. Trade between the coastal
19 Costanoan groups and the inland Yokuts groups involved the exchange of coastal
20 products such as mussels, abalone shells, dried abalone meat, and salt for inland
21 products such as piñon nuts.

22
23 Acorns from four species of oak were the most important plant food. Nuts, berries,
24 seeds, and roots were also important. Costanoan groups practiced managed burning of
25 chaparral to encourage sprouting of seed plants and improve browsing for deer and elk.

26
27 The most important animals consumed were deer and rabbit. Other animals eaten
28 included elk, antelope, bear, and mountain lion. Whales and sea lions were eaten when
29 found stranded on the beach. Dog, wildcat, skunk, raccoon, and squirrel were also
30 eaten. Waterfowl were captured in nets using decoys. Steelhead, salmon, sturgeon,
31 and lampreys were the most important fish, and mussels and abalone were the most
32 important shellfish.

33
34 People lived in thatched dome houses with rectangular doorways and a central hearth.
35 Other structures in a village included sweathouses, dance enclosures, and an assembly
36 house. Technology included tule balsa canoes, bows and arrows, and baskets.
37 Chipped stone tools were made from chert obtained locally and obsidian obtained in
38 trade with other groups.

39
40 Seven missions were established by the Spanish in Costanoan territory between 1770
41 and 1797. Due to introduced European diseases and a declining birth rate, the
42 Costanoan population decreased from about 10,000 to 2,000 by 1832. The Mexican
43 government closed the missions in the early 1830s. Former mission lands were granted
44 to soldiers and other Mexican citizens for use as cattle ranches. Ranching continued
45 during the American period that began when the Treaty of Guadalupe Hidalgo was
46 signed between Mexico and the United States in 1848. The Gold Rush of 1849 brought
47 large numbers of Anglo-Americans to the area, resulting in the rapid expansion of

1 San Francisco which became the commercial entrepot for the region. Other towns in
2 the bay area, such as Oakland and San Jose, developed rapidly after the arrival of the
3 Southern Pacific transcontinental railroad in 1869 (Beck and Haase 1974). The bay
4 area towns provided commercial, warehousing, financial, and manufacturing services
5 for the agricultural and mining areas further east.
6

7 The Martinez area was originally part of two Mexican land grants. The Rancho
8 El Pinole was granted to Ygnacio Martinez in 1824 (Martinez Historical Society n.d.).
9 The eastern boundary of this grant was Alhambra Creek which runs through the city of
10 Martinez. The area east of Alhambra Creek was granted to William Welch in 1844 as
11 part of Rancho Las Juntas (Diablo Valley College n.d.). The origins of the town of
12 Martinez can be traced to the 1847 establishment of ferry service across Carquinez
13 Strait between what would later become Martinez and Benicia. The ferry was operated
14 by Dr. Robert Semple, a dentist who had served as a lieutenant in the California Bear
15 Flag Revolt. During the Gold Rush in 1849, the ferry was part of the main route from
16 San Francisco to the gold mining areas in the Sierras. Col. William Smith, who had
17 married into the Martinez family, established a townsite at the ferry crossing on the west
18 side of the mouth of Alhambra Creek. The Welch family expanded the townsite onto
19 their land east of Alhambra Creek. The town developed rapidly by providing supplies
20 and other services to the gold miners using the ferry route. Further development
21 ensued when the legislature designated Martinez as the county seat of Contra Costa
22 County in 1851 (Martinez Historical Society n.d.).
23

24 Although the initial development of the Martinez area was based on the Gold Rush,
25 sustained development came from agriculture. The principal commodities were wheat
26 and fruit. Wine production began in the 1880s. The beginning of rail service through
27 Martinez in 1877 facilitated shipping of agricultural products (Martinez Historical
28 Society n.d.). John Muir, naturalist and founder of the Sierra Club, married the daughter
29 of Dr. John Strentzel, one of the principal fruit growers in the area, and lived in Martinez
30 from 1890 to 1914. Muir's house in Martinez is preserved as a National Historic site
31 (National Park Service n.d.). Commercial salmon fishing in Carquinez Strait began in
32 the 1870s, and soon thereafter two fish canneries were in operation in Martinez
33 (Martinez Historical Society n.d.).
34

35 Martinez became an industrial center in the early twentieth century when chemical and
36 petroleum facilities were built. The Mountain Copper smelter was built at Bull's Head
37 Point in the early years of the twentieth century. Shell Oil opened a refinery just inland
38 from the smelter in 1915, and Associated Oil opened their refinery at Avon (east of
39 Martinez) a few years later. The Martinez location provided a deep water harbor and
40 rail connections for these industrial facilities. The industrial facilities and a later
41 expansion of county operations facilities enabled Martinez to grow from a population of
42 875 in 1880 to over 30,000 in 1990 (Martinez Historical Society n.d.).
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3.10.2.2 Cultural Resources in the Vicinity of the Shore Marine Terminal

A records search was obtained from the Northwest Information Center of the California Historical Resources Information System. The records search showed that there are four historic resources and one prehistoric archaeological site recorded within one mile of the marine terminal. The prehistoric site (CA-CCO-251) is a shell midden near Suisun Point recorded in the early twentieth century by Nels Nelson, an archaeologist from the University of California. Two of the historic sites consist of the remnants of the Mountain Copper Company Wharf (P-07-002543) and the Mountain Copper Company West Pier (P-07-002545) on Bull's Head Point. The Southern Pacific Railroad Martinez-Benicia Bridge (P-48-000445), built in 1930, crosses Carquinez Strait from Bull's Head Point to Benicia. The final historic resource is a farmstead where most structures are no longer standing (P-07-000438; CA-CCO-697).

The Shore marine terminal extends into Carquinez Strait from a low-lying marshy area. Archaeological sites (both prehistoric and historic) are not likely here. Both of the previously recorded archaeological sites are on higher ground to the west and south. Although the wharf area of the Shore marine terminal has not been previously surveyed for cultural resources, no resources were recorded as a result of a survey of the petroleum storage portion of the terminal, at that time known as the Wickland Oil Martinez Marine Terminal (Thomas Reid Associates 1994:III-90). An underwater survey for shipwrecks was performed along Bull's Head Channel in the Strait just beyond the end of the terminal wharf. No shipwrecks were encountered in this area. According to the State Lands Commission shipwrecks data file (on file at the Northwest Information Center), the two nearest recorded shipwrecks are the *Alden Anderson* and the *Alpine* located near the Avon dock, about one half mile east of the Shore marine terminal. Other shipwrecks are located in Carquinez Strait near Port Costa and Benicia.

According to the Historic Property Data File maintained by the Office of Historic Preservation and on file at the Northwest Information Center, there are 51 properties in Martinez and 3 in the vicinity of Martinez that have buildings more than 50 years old and that have been evaluated using National Register of Historic Places (NRHP) criteria. One of these properties is the Shell Martinez Manufacturing Complex (Shell Oil Refinery) at 1801 Marina Vista Way. It was determined not eligible for the NRHP in 1989. The Shell Oil Refinery is over one mile from the Shore marine terminal. The rest of the properties with buildings more than 50 years old are farther from the Shore marine terminal and are mostly located in central and inland areas of Martinez.

The Shore marine terminal is less than 45 years old. It was built in 1973-74 as part of the Urich Oil Company's marine terminal at Martinez (Thomas Reid Associates 1994:I-1).

3.10.3 Impacts Analysis and Mitigation Measures

Impact Significance Criteria

CEQA guidelines (Section 15064.5) state that a project that causes a substantial adverse change in the significance of a historic resource is considered to have a

significant adverse effect on the environment unless mitigated. Historical resources are buildings, structures, districts, sites, or objects that are eligible for the California Register of Historical Resources (CRHR).

The CEQA Guidelines (Section 15064.5) define historical resources as follows:

Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource has integrity and meets the criteria for listing on the CRHR as follows:

- (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- (B) Is associated with the lives of persons important in our past;
- (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- (D) Has yielded, or may be likely to yield, information important in prehistory or history.

3.10.3.1 Shore Marine Terminal Routine Operations and Potential for Accident Conditions

Impact CR-1: Impacts to Potentially Eligible Historic Resources near Shore Marine Terminal

The Shore marine terminal is not eligible as a historic resource and there are no other potential historical resources in the project area, thus there are no impacts (Class III).

No cultural resources potentially eligible for the CRHR have been identified in the vicinity of the Shore marine terminal. The wharf itself is less than 45 years old. Properties are not evaluated for the NRHP or the CRHR until they are 45 years old, and usually cannot be determined potentially eligible until they are 50 years old, except in exceptional cases.

The proposed lease for continued operation of the Shore marine terminal will have no effect on historically significant resources eligible for the CRHR. The Shore marine terminal is not eligible and there are no other potential historical resources in the project area.

CR-1: No mitigation is required.

Impact CR-2: Dredging at the Shore Terminal

There are no shipwrecks near the wharf, thus there would be no impacts on cultural resources from maintenance dredging (Class III).

Because there are no shipwrecks in the immediate area of the wharf, maintenance dredging would also have no cultural resources impact.

CR-2: No mitigation is required.

3.10.4 Alternatives

3.10.4.1 No Project Alternative

Impact CR-3: Effects on Cultural Resources with No New Shore Terminals Lease

The transferring of operations to other area marine terminals would have no impacts to cultural resources since those wharves are already in place (Class III).

Without the Shore terminal, other area marine terminals would be required to increase inbound and outbound shipments to meet regional refining demands. Increasing the number of vessel calls at the other area marine terminals would not result in impacts to cultural resources as those wharves are already in place.

Decommissioning and/or deconstruction of the Shore facility would be subject to separate CEQA review. Since there are no resources nearby, no cultural resources impacts would occur with site demolition.

CR-3: No mitigation is required.

3.10.4.2 Increased Use of Existing Pipelines for Continued Operation of Upland Facility Alternative

Impact CR-4: Continued Shore Upland Operations via Existing Pipelines

Use of existing pipelines for Shore's upland operations would not impact cultural resources since the pipelines are already in place (Class III).

For this alternative, it is assumed that the Shore upland facility would function utilizing existing pipelines for moving oil to and from the Shore upland facility to the existing Shell Refining Martinez, Valero Benicia, and Tesoro Amorco wharves. Therefore, no construction would be required to utilize these pipelines. No impacts would occur. As above, increasing vessel calls at these terminals would also not result in impacts to cultural resources since these wharves are already operational.

1 This alternative also considers an increase in the capacity of the Shore's upland
2 tankage facilities, limited to an additional 2 million bbls over that presently in use/in
3 construction. Based on the 1994 EIR prepared for upland facility modifications (Thomas
4 Reid Associates 1994), if the site has been previously disturbed it would be unlikely for
5 any resources to be present. Increased capacity of the upland facility would be subject
6 to local (City of Martinez) CEQA review and if resources are found, impacts would be
7 required to be mitigated under that review.

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9 CR-4: No mitigation is required.

10 11 12 **3.10.4.3 Modification of Existing Pipelines for Continued Operation of Upland** 13 **Facility Alternative**

14 15 **Impact CR-5: Continued Shore Upland Operations via Modifications to Existing** 16 **Pipelines**

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18 **Any areas of new pipeline construction in previously undisturbed areas may**
19 **contain cultural resources, and thus, construction may have the potential to**
20 **result in a significant adverse impact (Class II).**

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22 Shore has connections to the inactive PG&E fuel oil line that could transfer crude oil to
23 and from Shore with possible connections to Shore Selby, Tosco Rodeo, and the
24 Chevron Richmond Long Wharf. To use this line would require examination of pipeline
25 integrity, construction to reconnect the segment in the city of Martinez, and construction
26 to provide connections to the marine terminals at Shore Selby, Tosco Rodeo, and the
27 Chevron Richmond Long Wharf. Construction associated with the reconnection should
28 not encounter cultural resources since the line had been in place and any resources
29 that may have been there should have been mitigated. Areas of new construction that
30 may be in previously undisturbed areas may contain undisturbed cultural resources, and
31 thus, construction may have the potential to result in a significant adverse impact
32 (Class II).

33 34 Mitigation Measures for CR-5:

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36 **CR-5:** In the unlikely event that buried resources would be unearthed during
37 construction, work on the immediate area would be halted and a qualified
38 archaeologist/Native American representative consulted to make an evaluation
39 of the find and recommend a course of action.

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41 Rationale for mitigation: If a potentially significant resource is found, an evaluation and
42 course of action, that may include testing and recovery, and/or documentation should
43 mitigate the impact to less than significant.

